

Approved For Release 2000/05/18 : CIA-RDP82-00457R0041003

# INFORMATION REPORT

CD NO.

COUNTRY China

DATE DISTR. 16 JAN 50

**SUBJECT** Mulden Railroad Administration

NO. OF PAGES 2

1A  
PLACE  
ACQUIRED

NO. OF ENCLS.  
(LISTED BELOW)

DATE OF INFO

**SUPPLEMENT TO  
REPORT NO.**

Administration

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**SOURCE**

1. After the Communist occupation of Manchuria in November 1948, the Mukden Railroad Administration under the Railway Department of the Military Control Commission assumed direction of all railways and their operation in Manchuria. Communist authorities took over all property of the railroad, including files, funds, records, stores, administrative material and personnel. The Nationalist director of the Mukden Railroad Administration was forced to continue in his position for six months to superintend the transfer of the railroads to the Communists and the training of Communist personnel to replace the Nationalist administrative staff. During this period the director had a car at his disposal but was guarded twenty-four hours a day by two Communist guards. He was ordered to make recommendations on each Nationalist staff member who remained with the railroad. In one instance where he failed to mention that one office worker smoked opium, a fact of which he was not aware, the Communists insisted on checking every item in all his records and files before they would accept his judgment on any other office personnel.
2. Although the Chinese Communists nominally administer the Manchurian railroads, actual control and direction are in the hands of the Soviets. All important posts in the Mukden Railroad Administration are held by Soviet personnel as administrators, technicians, or advisers. Although Chinese Communists participate with the Soviets in daily meetings concerning administration, real policy decisions are made at special meetings late at night, with only the top level personnel present. Soviet officials are attached to or head all such departments as engineering, operation, sanitation, and repairs. Although no secret is made of these Soviet employees, they do not exchange namecards with their Chinese colleagues, and many Chinese never learn the names of their Soviet associates.
3. Within five months after the Communist entry, all lines were again in operation in Manchuria,\* except for some double-track lines which had not been repaired. The Mukden-Chinchou-Chengtzu and the Neihokou-Tungchua lines are in operation as there are no lines directly from Antung to Dairen and Port Arthur, the traffic must go by way of Mukden.
4. The tracks between Harbin and Manchouli are Russian gauge (5' 0"). the only

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[illegible]

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

**Next Review Date: 2008**

Document No. ~~100-100000~~  
NO CHANGE in Class.

NO CHANGES  
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DECLASSIFIED TO: TS  
Class. CHANGED TO: TS

Class. **EOA Memo.** 4 Apr  
77/1763

Auth: [redacted] REG. 77/1763  
1970

Approved For Release 2000/05/18 : CIA-RDP82-00457R004100360008-3

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25X1A

CENTRAL INTELLIGENCE AGENCY

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25X1C gauge of this type in Manchuria.\*\*

\* ~~Source~~ Comment. Presumably, through railroad traffic has been opened between the Chinese Eastern Railway (North Manchurian Railway) and the South Manchurian Railway. According to the Sino-Soviet Railroad Agreement of August 1945, (never put into effect) the main trunk lines of the Chinese Eastern Railway and South Manchurian Railway were to be joined into one railroad system and jointly administered by the Soviet Union and the Republic of China.

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\*\* ~~Source~~ further information on widening of gauge and on Soviet railroad activities in Manchuria.

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